REBELS IN AMBUSH FIRING ON LIBUT.

1 and his RECONNOITERING PARTY.

WAR ON THE MISSISSIPPI,

all sketches by our special artist, HENRI LOVIE,

te United States guidoot Consciogs.

30MBARDMENT OF ISLAND NO. 10, March 16.

March 17.

9. NIGHT BONEARDMENT OF THE MORTAR BOATS,
10 o'clock, March 18.

WAR IN FLORIDA. From original sketches by our
special arists with the expedition, Mr. Orane.
10.—INTERIOR VIEW OF FORT CLINGH.
11.—FORT CLINGH FROM THE GUTSIDE.
12.—PURTRAIT OF THE CONTRABAND PILOT
"PB."NCE," who plioted the United States gunboats up the
81. Mary's pirer.

PRINCE," who piloted the United States gunboats up the St. Mary free,
WAR IN THE WEST.

13.—GENERAL ASBOTH and his staff at Pea Ridge.
14.—PORTRAIT OF MAJOR FRANCE, "HITE, Commander of the Prairie Seouts—from a photograph.
15.—SWORD PRESENTED by the lastics of St. Louis to General Halleck.
16.—A KEBEL TO REEDO. For the destruction of United Bulks auments at Fort Donelson.

WAR IN SOUTH CAROLINA. From original sketches by Mr. Canal.

Crane. ON A SEA ISLAND COTTON PLANTA-SCENE ON A SEA ISLAND COTTON PLANTA--UNCLE SAM PAYING THE CONTRABANDS. -CAPTAIN BUDD, OF THE UNITED STATES IOAT, CUTTING THE TELEGRAPH WIRES BE-EN FORT PULASKI AND SAVANNAH. R IN VIRGINIA. From a sketch by Mr. Bate, our

a artist.

CUFATION OF WINCHESTER BY A DETACETOF GENERAL BANKS ARMY
COMIC FICTURE. By Frank sellew. MARYLAND
ITS BLACKBIRD, &c.

Ilterary contents of this Double Number are equally
defauld excellent.

Editorials em race all the prominent topics of the day,

THE VICTORY OF NEWBERN.
SUMMARY OF THE WEEK.
THE FRUITS OF VICTORY.
THE RAPPAHANNOCK.
CENSORSHIP OF THE PRESS.
SOUTHERN BEUTALITY.
REBEL BASSONDENCY.
FRENCH FOOLERIES.
ATTENTION, RHYMERS.
SEWARD ON NATIONAL POLICY.
THE TAX BILL AND TAXATION.
OF Editorials are also upon subjects equally appro-

A COMBANDA CONTROL OF THE MISSISSIPPI.

BONBARDMENT ON THE MISSISSIPPI.

BATTLE OF NEWBERN, AND BURNSIDE'S

KPEDITION.

E CAMPAIGN IN VIRGINIA.

BAPS AND FANCIES.

E HUNORS OF THE WAR.

KNES AND INCIDENTS OF THE WAR.

POETRY.

"Bespondency," "Dead," "The War Bird," besides innumerable items of great-and varied interest.

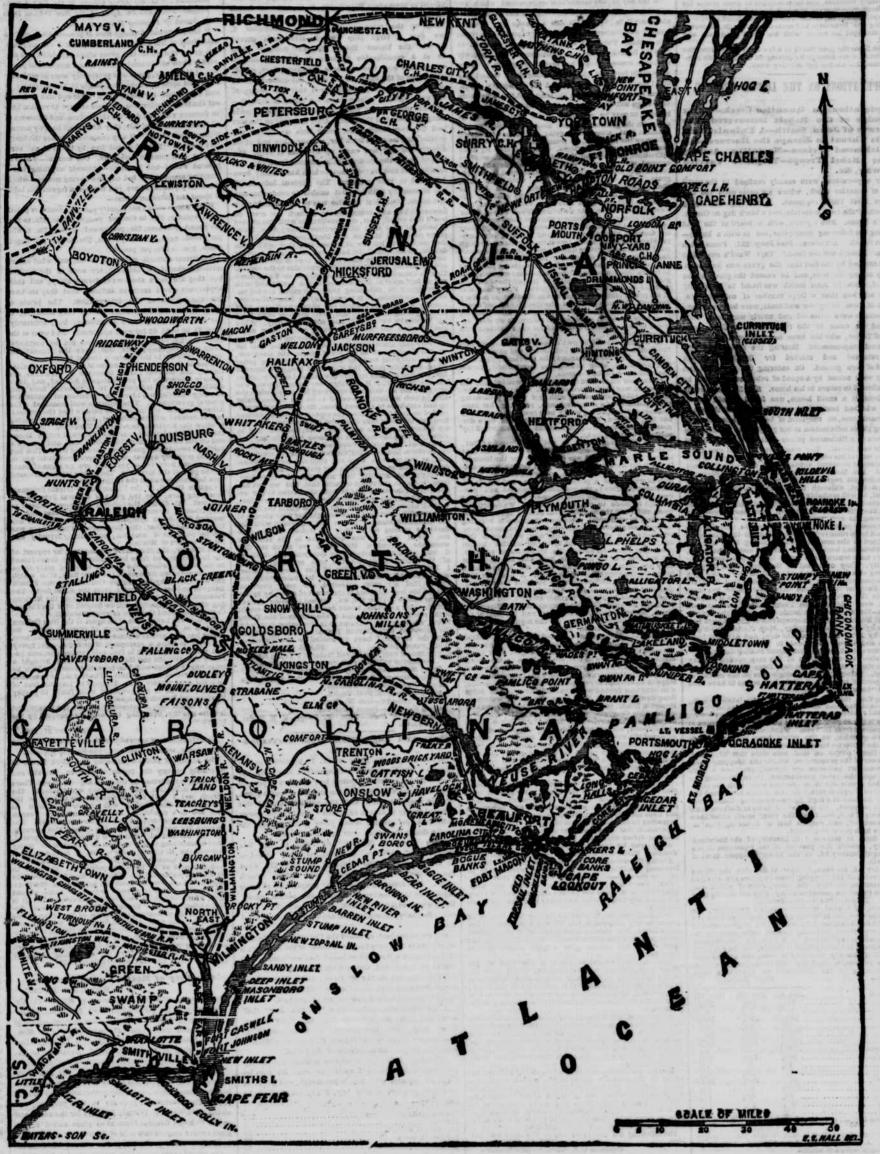
DESTURBY—COM. U. P. LEYY, LIEUT.

THE CUMBERIAND, &C.

In all respects, whether in the artistic beauty, number,
accuracy and vital interest of its lituariations, or the variety
and excellence of its literary contents, this number is unsensited in any single number of an illustrations.

## GENERAL BURNSIDE HAS ACCOMPLISHED.

Scene of Operations on the Coast of North Carolina, from Elizabeth City to Beaufort.



See Tenth Page for Particulars of the Abandonment of Bea ofort, Blowing Up of Fort Macon and the Destruction of the Rebel Privateer Mashville.

## OPERATIONS ON THE COAST.

Our Special War Correspondence from the Gulf of Mexico, Atlantic Coast and Hampton Roads.

WHAT THE NAVY IS DOING, Ac.,

Our Ship Island Correspondence.

On Board Friends and Correspondence.

On Board Friends Manuar Magnolia, and Sant Island, Feb. 26, 1862.

Sant Island Magnolia—Horrible Sufferings and Death of One of the Magnolia—Horrible Sufferings and Death of One of the Engineers—Names of the Oniced States Officers Who Sawed the Ship—Services of Engineer Fraser—Efforts of the Robel Captain to Destroy the Vessel, Sc., Sc.

the Pessel, dc., dc.
After the monotony of being at anchor about three
weeks, we have at last had some excitement. On the
19th inst. we were in a fog at the entrance to Pass a
1 Outre which had enveloped us for ten or twelve days, saif-past six A. M., the man at the masthead reported a steamer quite near us, but he could not see anything from deck. We immediately aproad the fires and shipped anchor to give chase. It proved to be the crack steamer Magnetia, and if she had some out an hour sconer she would have escaped us. It was a most exciting chase, and we did not overhaul her until she was within twelve and we did not overhaul her until she was within twelve

made thirteen knots, and for a chort time fourteen.

Luckily for us we had a stiff breeze, with all our canvass

spread, the engines making fifty-five evolutions per

minute. Mr. Alexander V. Fraser was in the fireroom all minute. Mr. Alexander V. France was in the firercom all day, and was complimented for the manner in which he kept up steam, and for this reason was selected to pick out a certain number of men and take charge of the Magnolia and carby her to Key West. On getting on board he found that in Lieir desperation the men had attempted to destroy the versel and her cargo. They fastened down the safety valves and succeeded in exploding one boiler, eaching one of the engineers to death. They get scalding one of the engineers to death. They cut open a good many of the bales of cotton and not them

on fire; knocked off the grands of the sea cocks. and cut holes in the copper injection pipes with axes. It was only by superhuman exertions that Fraser and the other men saved the vessel. As soon as the crew

and cut holes in the copper injection pipes with ares. It was only by superhuman exertions that Fraser and the other men saved the vessel. As soon as the crew had committed the vessel to the flames they took to their boats, and were trying to reach the shore, but the South Carolina managed to head them off and took them prisoners (twenty six in number).

During the chase they threw overboard about 200 bales of cotton; but there are 1,000 bales still remaining on board. The officers found all the drafts and other papers on board, to the amount of fifteen or sixteen thousand pounds, on Baring Brothers, London, and on one or two prominent merchants in New York, who are deeply implicated in aiding the rebels.

The Magnolia was bound for Havana, but when she found we were overhauling her they hauled up and tried to run for Mobile and gst under the guns of Fort Morgan. The poor man who had been scalded was found staggering around the deck, perfectly blind, with his teeth and tongue dropping out in pieces, and crying, "th, take me home, take me home." He died the same night, in great agony, and was buried on the 20th of February on Ship Island. We were towed here by the South Carolina, as one boiler was rendered useless by the explosion and the engine badly damaged. We have the seven officers on board, and have had to keep watch over them with revolvers, as they tried again to fire the cotton.

To-day the flagship Hartford came in, and this afternoon the Chief Engineer came on board and took charge to repair the engine and run her to Key West with one boiler. The men who saved the vessel are sadly disappointed, as they expected to get some credit for their efforts; but the Commodore is afraid that we will lawe all new Orleans and all the floating infernal machines coming down to visit us. Fraser and the men with him are ordered to rejon the Hookityn the first opportunity. The prize is worth about \$250,000, as the bales weigh from 500 to 600 pounds, and the cotton is of prime quality, which are sugaged and ready to run

Patrick McFarland, coal heaver.

F. A. Heath,
George Wallis,
John Price,
John Brown,
James Roach,
Martin Willard.

Captain Shannon,
John Lewis, Mate
John Brown, Second Mate.
John Ennard, Chief Engineer.
John Ennard, Chief Engineer, scalded to death by the
explosion of the boiler.
Joseph M. Daton, Pilot.
George Thompson, Carpenter.
Wm. Whann, Jr., Pursar er Supercargo.
Heury Gregor, Steward,
James Amson, Cook.
We are in a continual state of excitement, as there are
some fifteen stemmers heavily armed and ready to run
the blockade. We are, therefore, at quarters almost
every night. The report of Engineer Fraser on the engines of the Magnolia has been highly approved. These
engines were built at the Atlantic Works in 1857.

## OPERATIONS ON THE MISSISSIPPI.

ON BOARD STRANGE ALTS, MISSEMBET PICE IN THE MISSEMBET PICE IN MARCH 14, 1802. Affoat Once More—The Bluffs Where the Rebet Batteries Once Stood—Arrival at Columbus—Reinforcements—Off Down the River—Hickman—Seisure of Telegraph Office, de —What Else Took Place There—Rebet Atrocities—On Chelph Se

Our Sketch. de.

This morning at daylight we were embarked on board the gunboats and transports, and set affect adown the river towards "Dixie," the flagship Benton leading the way, followed by the Louisville, Captain Dove, Cincin-nati, Captain Stembel; Carondelet, Captain Walke, and Concatoga, Lieutenant Commanding Blodgett; the rear being brought up by the Alps, towing coal barges, and the Wilson, Wilsonsin, Hammitt and Pike, towing eight huge mortar boats. Three or four small despatch boats are dodging around among the fleet carrying orders, and two or three transports are lying at Bird's Point, laden with troops and supplies. The ammunition boats Judge Torrence and Great Western are to follow us as soon as eignaifed by the flagship.

The reportortal profession has been kindly cared for by

Captain Pennock, who has placed every convenience at The morning is clear and beautiful; a slight wind from

the southeast clears the river of its foggy envelope as it rises, and a warm spring sun cheers us by its bright radiance. We have passed the little village of Norfolk, Mo., Fort Jefferson, Ky., and Lucas' Bend, and are now in sight of the iron banks above Columbus. With what different feelings we approach those frowning bluffs now from those inspired before at any time since last August. Up to a week ago we would always drop anchor at this point, and, with a white flag flying at our peak, await the approach of a rebel steamer to learn our wishes. Then, if we ventured too far down, a rebel way would send a shot athwart our hows to point, and, with a white mag mying at our peak, awai, the approach of a rebel steamer to learn our wishes. Then, if we ventured too far down, a rebel gun would send a shot athwart our bows to warn us of our danger, and our eyes would be greeted with a view of a rebel fing floating defantly over the rebel fortifications. Now we are greeted with the cheers and huzzas of a blue coated garrison, and the glorious old Stars and Stripes float from the staff that once peaked the Confederate banner. So it will be a week hence, we hope, all the way to Memphis; the river will be cleared of its rebel embargo, and the old but long interrupted commerce of the river be resumed.

But here we are at Columbus. Here we are joined by the three other "iron-clads"—the Fittsburg, St. Louis and Mound City—making our fleet number seven iron and one wooden war vessels, eight monster raits, and seven towboats and transports. I wish I could, with pen and ink, portray the scene here witnessed, delineate or describe the emotions that swell the hearts of all, whether affect or ashore, but all the words in "Webster unabridged," positioned by the most eloquent and elegant rhetorician, would fail to do it justice. Suffice it to say that we are going to act as the pioneers into rebel waters, and we set oit with feelings akin to those experienced by the bold and skilful navigator when he starts upon a voyage of discovery into seme hitherto unknown region.

At Columbus, also, our infantry force was augmented. At three c'elock we left Columbus for, as we aupposed, island No. 10, but our Generals and Commodores keep their own counsels so closely that our destination may be New Orleans, Cuba or New York for aught we know. However, I noticipate that we will hardly get to New Madrid without a bit of a fight. While our fleet was a grocer, who formerly lived in Massachusetts, of course at Union man, and as happy as a spring shad on Jersey flats. He told me a long and strange story of unredressed wrongs inflicted by the retreating rebels as they left the

## VISIT TO BILOXI, MISSISSIPP

on took up a position so that if we

o the water's edge, we could perceive that the ;

predecessors. Iwo straggiers brought up the rear, and no more equestrian movements were seen. As we neared the shore I made a few notes of the general outward appearance of the place, and herewith submit them. On the extreme lof to Blioti, as you approach from seaward, is the lighthouse, which was sercted to guide vessels through Mississippi Soud. At its base is a two gun battery, built of sand bags, built so as to command the entrance over the bar and to aweep the water front of the place. The guns were removed on a former visit of the New London, and the hattery bears a deserted and dreary appearance, with none to watch over it, while the tall and ghostly light tower looms above it in significant silence. A few yards from the lighthouse a wharf just out several hundred feet. The houses in the vicinity lose entirely deserted. They are well built and look very neat and comfortable. Passing along the water front, which is broken every few hundred yards by wharves, which put out into deep water, the houses increase in number and importance; very few of them are over one story in height, with the exception of the summer boarding houses, which are fine buildings for the use for which they were put up. On arriving at a wharf our boat landed, and we inquired for the Mayer, and were informed that he would be at Brown's wharf in a few minutes. Here we found a well dressed gestleman, who gave his name as Patmore, whom we invited to a seat in our boat and requested him to act as our guide. Quite a number of ill-clad people gathered on the wharf to rese the Yankees." All were civil and orderly. When we left the wharf they ran along shore and arrived as soon as we did. On reaching B own's wharf the launch took up a position about thirty yards of shore, so as to command the town, while the marine goard were ordered on shore to protect us. The party was well armed, and we feared no danger. As soon as we were fairly on the wharf a crowd of at least thirty people assembled and watched our every movement and remark with the moe